

OEM Remanufactured DPF Program

Over 90% mid-range and heavy-duty DPF coverage!

- ▶ OEM approved remanufacturing process
 - Restores DPF to like new condition
 - Over 200,000 DPFs cleaned to date
- ▶ DPFs include necessary gaskets for installation
 - Clamps and gaskets also available separately
- ▶ Competitively priced vs. replacement alternatives
 - No-hassle visual core inspection
- ▶ 13-month, unlimited mileage warranty
- ▶ New DPFs also available.



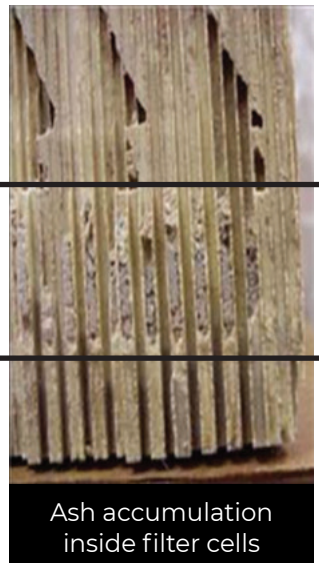
OEM Remanufactured DPF Program

Understanding ash vs. soot

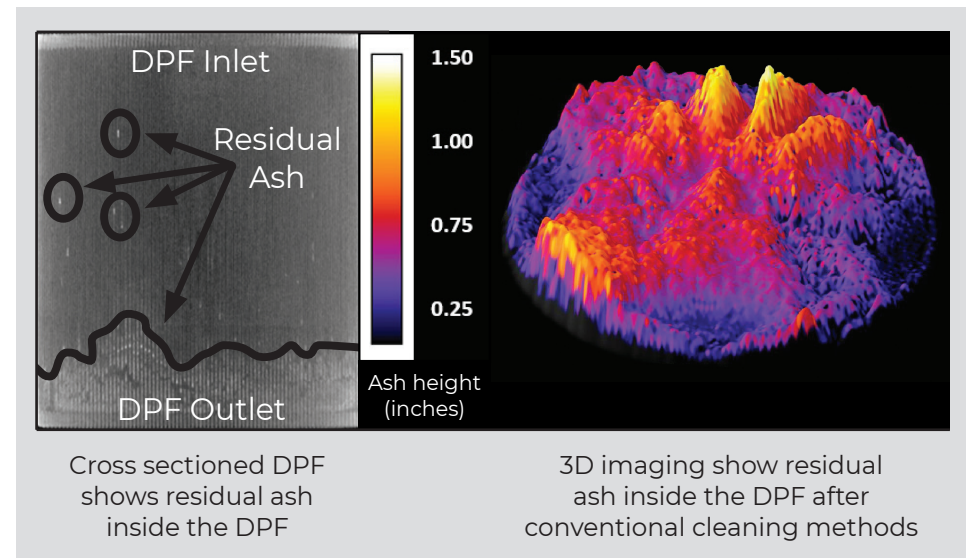
- ▶ Ash and soot are different types of particulate matter that accumulate inside the DPF
- ▶ Removing ash vs. soot requires different processes
 - Soot is removed from the DPF through regeneration events that occur during normal vehicle operation
 - These regeneration events burn off accumulated soot, leaving behind ash
 - Unlike soot, ash is non-combustible and cannot be burned off during vehicle operation. As a result, ash accumulates inside the DPF.

Ash accumulation and DPF service intervals

- ▶ A diesel particulate filter is just that — a filter!
- ▶ Like all filters, preventative maintenance is recommended for the overall performance, health and longevity of the greater system
- ▶ Over a normal service interval, ash accumulation inside the DPF can exceed 1.5 pounds!
 - When the DPF becomes ash loaded, the DPF must be removed from the vehicle to be serviced



Residual ash remains after in-field cleaning



Consequences of reinstalling a partially cleaned DPF:

- ▶ Premature maintenance is likely, reducing vehicle uptime
- ▶ Residual ash leads to additional back pressure, limiting engine performance and fuel economy
- ▶ Increased wear and tear on expensive engine and emissions system components
- ▶ Ash creates hot spots in the ceramic substrate that leads to substrate cracks and expensive catastrophic failure

The competition

In-field cleaning

- ▶ In recent years, cleaning equipment has been developed and sold to the market to provide in-field cleaning services
- ▶ There are 2 primary cleaning methods:
 - **Pneumatic (air)** cleaning methods use pressurized air to blow ash out of the unit
 - **Aqueous (water)** cleaning methods use pressurized water to blow ash out of the unit

In-field cleaning limitations

- ▶ OEM test results (table below) have proven that in-field cleaning equipment does not adequately clean the filter back to like new condition. On average;
 - 55% of ash remains in the filter using pneumatic cleaning methods
 - 25% of ash remains in the filter using aqueous cleaning methods

Alliant Power: the superior alternative

OEM approved remanufacturing process

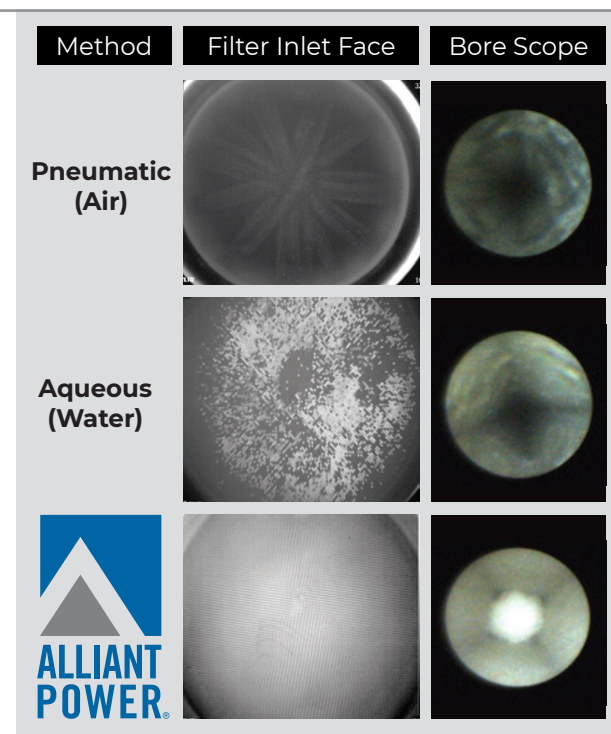
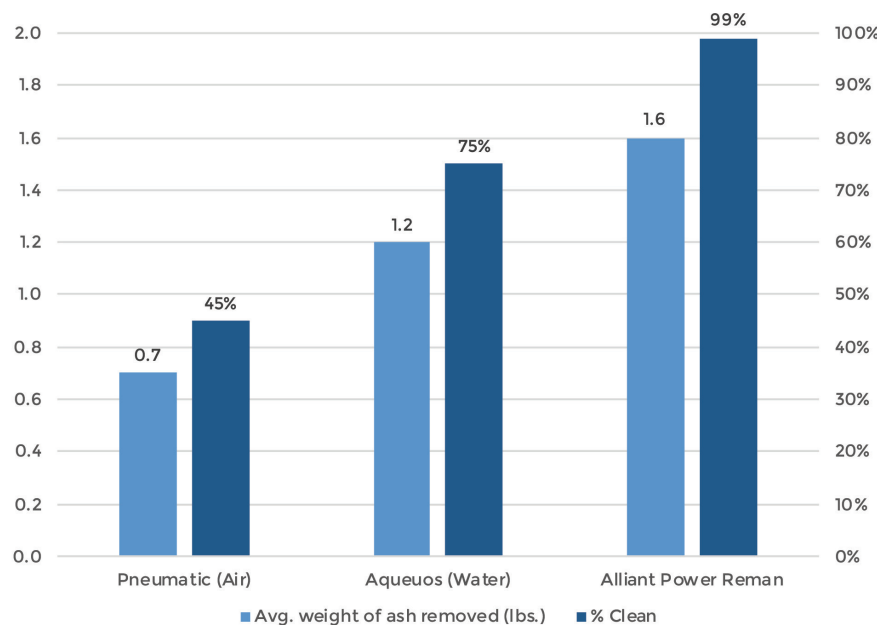
- ▶ Patented multi-step process ensures filters will perform like new
- ▶ Process removes on average nearly a **full pound more than local cleaning!**
- ▶ All units 100% end of line tested to meet a standard of quality accepted by OEM engineering

Customer benefits

- ▶ Increased vehicle uptime:
 - Reman exchange units get customers back on the road quickly eliminating wait time for a unit to be cleaned
 - Maximized service interval, twice that of the local clean
- ▶ Optimized filter performance leading to increased fuel economy
- ▶ Reduced maintenance costs

Remanufactured vs. in-field cleaned comparison

Our OEM partner is constantly benchmarking against the competition. The information to the right is an average across 100 in-field cleaned DPFs when compared to Alliant Power's remanufactured DPFs.



| Application information | | Alliant Power part numbers | | | OEM cross referencing | | | |
|-------------------------|----------------------------|--|---|--|---|-------------------------------------|---|---------|
| Engine make | Engine models ⁸ | Diesel particulate filter (DPF) ¹ | DPF gasket ² | DPF clamp ³ | Diesel particulate filter (DPF) | DPF gasket | DPF clamp | |
| Cummins | ISX | AP70100 | AP70300 (2) | AP70400 (2) | 2871581RX | 2871453 | 2871863 | |
| | | AP70101 | | | 4388409 | | | |
| | | AP70102 | | | 5295609RX | | | |
| | | AP70103 | | | 2871578RX | | | |
| | | AP70104 | | | 5295604RX | | | |
| | | AP70106 | | | 4388411 | | | |
| | ISL, ISM | AP70105 | AP70301 (2) | AP70401 (2) | 4352923 | 2871452 | 2871862 | |
| | | AP70107 | | | 4352920 | | | |
| | ISC | AP70108 | AP70301 (2) | AP70401 (2) | 4969838 | 2871452 | 2871862 | |
| | ISL | AP70125 | | | 2871463RX | | | |
| | ISX | AP70132 | | | 5295605RX | | | |
| | ISB | | AP70109 | AP70302 (2) | AP70402 (2) | 4965287 | 2871451 | 2871861 |
| | | | AP70124 | | | 2871462RX | | |
| | | | AP70131 | | | 5295603RX | | |
| Navistar | MaxxForce 7 | AP70110 ⁴ | AP70303 inlet (1) AP70304 outlet (1) | Not applicable | Call AP Technical for fit ⁴ 2593981C91, 5010836R91, 2604873C91, 5010847R1, 2594356C91, 5010834R91, 2611630C91, 5010852R1, 2594165C91, 5010830R91, 2594131C91, 5010832R91, 2612521C91, 5010853R1, 2605837C1, 5010850R1, 2517331C91 | 2593998C1 inlet 2593986C1 outlet | Not applicable | |
| | MaxxForce DT / 9 / 10 | AP70111 ⁴ | | | | | | |
| | | AP70128 ⁴ | | | | | | |
| | MaxxForce 7 / DT | AP70127 ⁴ | AP70305 (2) | AP70403 (2) | | 2594129C1 | 2594128C1 | |
| | MaxxForce DT / 9 / 10 | AP70112 ⁴ | | | | | | |
| | | AP70129 ⁴ | | | | | | |
| | MaxxForce 7 / DT / 9 / 10 | AP70130 ⁴ | AP70306 ⁷ tape (1) | AP70404 (2) | 5010844R1, 2604823C9 | 2604051C91 tape | FLTXC138PS | |
| MaxxForce 13 | AP70113 ⁷ | 5010845R1, 2604830C91 | | | | | | |
| MaxxForce 11 / 13 | AP70114 ⁷ | | | | | | | |
| Detroit Diesel | Series 60 | AP70115 | AP70307 (2) | AP70405 (2) | RA6804908692 | A4709970045 | A4709950002 | |
| | DD13, DD15, DD16 | AP70116 ⁵ | AP70308 ⁵ inlet (1) | AP70406 inlet (1) AP70407 ^{5,6} outlet (1) | RA0004903792 | A6804910480 inlet | A6809950202 inlet A6809950302 outlet | |
| Mercedes-Benz | MBE 4000, OM460, OM926 | AP70117 | AP70309 (2) | Not applicable | RA6804908792 | A6804910180 | Not applicable | |
| Volvo, Mack | D13, MP8 | AP70118 | AP70310 (2) | AP70408 (2) | 22810502 | 21212522 | 21212520 | |
| | D11, D13, D16 | AP70119 | AP70311 (2) | AP70409 (2) | 21850658 | 21371339 | 21445458 | |
| | MP7 | AP70120 | AP70312 (2) | AP70410 (2) | 20231111 | 21048511 | 21048521 | |
| | MP7, MP8, D11, D13 | AP70126 | | | 22761989 | | | |
| Caterpillar | C13, C15 | AP70121 | AP70313 (2) | AP70411 (2) | 10R6089 | 278-5711 | 278-5712 | |
| | C9, C13, C15, C16 | AP70122 | AP70314 (2) | AP70412 (2) | 10R6088 | 279-2123 | 279-2124 | |
| | C7 | AP70123 | AP70315 (2) | AP70413 (2) | 10R6082 | 279-3259 | 279-3260 | |

¹ Associated DPF inlet and outlet gaskets are included with DPF. Gaskets and clamps also available separately. See [NPA 01/19](#).

² Alliant Power DPF gaskets are included with DPF and are also sold individually, see [NPA 02/19](#). Quantity indicated in parentheses next to the part number is the required gaskets for that particular application. Gaskets fit inlet and outlet unless otherwise noted.

³ Alliant Power DPF clamps are sold individually and are not included with DPF, see [NPA 02/19](#). Quantity indicated in parentheses next to the part number is the required clamps for that particular application. Clamps fit inlet and outlet unless otherwise noted.

⁴ Contact Alliant Power Technical at 1.800.735.9775 for assistance determining correct DPF. VIN and ECM calibration required. See [APT 01/19_R1](#).

⁵ AP70116 DPF includes AP70308 inlet gasket and AP70407 outlet clamp with incorporated gasket.

⁶ AP70407 outlet clamp includes the outlet gasket which is incorporated into the clamp.

⁷ AP70113 and AP70114 DPFs include AP70306 gasket tape.

Information is reference only. Contact Alliant Power Technical at 1.800.735.9775 to verify part application.



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